TRAFFIC ENGINEERING

A Digest of Current Literature
on Street and Highway Traffic
and
News of the Institute of Traffic Engineers

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157 - ACCIDENTS - General

I "Better Highways - Fewer Accidents" - Harold F. Hammond, Sec. Treas., I.T.E. (Annual Convention American Road Builders Assoc. Jan. 19, 1938)

Thirty years ago, industry chose the engineering way of solving the accident problem and succeeded. The attention given to safety largely accounts for American efficiency in industrial production. Examples were given by Mr. Hammond to show that highway accidents are reduced or eliminated by proper construction.

Case #1 - A 9 mile stretch, 18 foot bituminous surface, in 11 months experienced 48 accidents, of which 44 were skidding accidents. A non-skid treatment was applied to the surface. Only three accidents occurred during the next 8 months.

Case #2 - A 35 degree curve, on the approach to a railroad overpass experienced 10 accidents in three years. The outsied portion of the curve was widened. No accidents occurred during the following two years.

Case #3 - A large intersection, formed by merging 5 roadways experienced 31 accidents in 12 months. The construction of a channellizing island eliminated the large intersection area and only 4 accidents occurred the following year.

Case #4 - A 2 lane roadway, 7 miles long, experienced 30 accidents in ten months. Thirteen were head-on crashes. Accidents decreased 46% after the roadway was converted into a four-lane divided roadway.

Case #5 - A 4 mile 2 lane cut-off, constructed to bypass a city, showed an accident rate of 40 deaths and many injuries in three years. A majority of the serious accidents were head-on crashes. The cut-off was made a one way thoroughfare. No deaths and only 3 personal injury accidents occurred the following year. This case clearly illustrates the divided roadway principle.

Combined Publications — TRAFFIC ENGINEERING combines the Publications "Traffic Digest" and "Traffic News Letter".

158 - ACCIDENTS - Accident Prevention

"At the Wheel" by Reginald M. Cleveland (New York Times, Dec. 19 page XX)

The National Safety Congress announces that of 1,025 fleets of commercial vehicles in its safety contest, 160 fleets have traveled 14,500,000 miles without accident. An average of 2.17 property damage accidents per 100,000 miles is noted.

159 - ADMINISTRATION AND ENFORCEMENT - Inspection of Vehicles

"Car Tests Aid Safety" by E.L. Yordan (New York Times, Jan. 30, 1938 page 6XX)

Thirteen states require inspection of motor vehicles: some once annually, some twice, New Mexico three times. In four states cities are authorized to require inspection. The A.A.A. recommends the state owned inspecting stations, now found in three states. Fees range from nothing to one dollar. In some states roving police squads halt and test any suspicious looking vehicle.

Of cars involved in accidents, 5% were defective. Of vehicles inspected, 28% are found to be in good order. Of defective vehicles, 58% need lamp attention, 26% need brake attention, 11% need steering attention, 10% need minor attention, 55% have tires in fair to poor condition.

160 - ADMINISTRATION AND ENFORCEMENT - Examination of Drivers

"The Clinical Treatment of Traffic Violators" by Harry R. De Silva Harvard University and Stanley Abercrombie, Wichita Police Dept. (The Police Journal, December 1937, pages 3-4-18.)

On January 1, 1937 the Wichita Police Department set up what is known as its traffic clinic for the purpose of assisting drivers who have been apprehended in violation of traffic laws twice within a 12 month period. The Harvard Bureau for Street Traffic Research cooperated by s.nding its driver test clinic to Wichita under the direction of Mr. Stanley Abercrombie.

The drivers abilities are tested by special apparatus so that he may learn his weaknesses. These tests include: 1. Tests of Vision 2. Steering Test 3. Brake Reaction-Time Test 4. Vigilance Test 5. Test in Estimating Vehicle Movements. 6. Depth Perception Test.

Information about the kind of vehicle the individual drives, his driving experience, his annual exposure, his customary speed, his occupation, education and other items are obtained.

In the clinical interview the subject is brought to realize that he forms a part of the city's traffic pattern, and that certain acts are not only unintelligent but that they rouse accidents.

Of the 150 violators attending the clinic 15 have experienced subsequent traffic difficulty. The average age of these was 23.5 years, and the average annual exposure 23,000 miles. Among them were 4 students and 4 cab drivers.

Of the 15, seven evidenced physical defects, mainly vision, next slow reaction-time, and last poor judgment in estimating vehicular movements.

161 - CONTROL DEVICES AND METHODS - Signals

"At the Wheel" by Reginald M. Cleveland (New York Times, Jan. 30, 1938, page 6XX)

Thomas W. Rochester, Chief Engineer of the Police Deprtment, New York City, in the current issue of Safety, publication of the Greater New York Safety Council, says that 8,000 signaled intersections cost New York only $15,000 per year for labor in the control room, while 50 lights about 27 years ago cost over $250,000 per year to operate (manual). The record at 800 intersections checked a year after signal installation indicates a reduction of 5,000 accidents if the same improvement were effected at all intersections. Assuming economic loss of $2,000 per death or injury, this would save $10,000,000 per year.

162 - PARKING - General

"Cities Try Out Traffic 'Cures'." (New York Times, Jan. 2, 1938 p.XX)

New York City will prohibit parking on ten east-west streets between 17th and 54th, and parking violation fines - which increased from 167,000 to 400,000 in three years - have been raised from $1. to $2. Washington and Detroit report the parking condition practically out of control. In Philadelphia and San Francisco parking bans in the down-town districts have been almost nullified by opposition of the public, whereas Chicago's merchants approve. Miami expects to prohibit parking in a square mile except where parking meters are provided. A curb space that accomodates 2,000 cars can handle 20,000 hour parkings per day. Outlying parking lots associated with public transport routes are helpful. Chicago has a 48 car parking machine.

163 - PARKING - Garages

"To Put Cars Off Street" by William W. Davies (New York Times, Dec., 5, 1937, page 8XX)

Buenos Aires is building an enormous subterranean parking space under the widest street in the world. One section will house 650 cars, another 350, both with air-conditioning devices. An oil company building has two underground parking floors. A motion picture house has a basement parking space for 200 cars. A 27 story apartment building has underground parking for all tenants.

164 - REGULATIONS AND LAWS - Speed Limits

"Speed Zoning of Highways Studied" by William Ullman (New York Times, Jan. 9, 1938, page 6XX)

Where speed limits are generally disregarded it may be assumed that they are unreasonable. So let the average motorist determine the proper speed limit for each zone. In a 30 M.P.H. zone the average was found to be 34.8 M.P.H.; in a 40 M.P.H. zone the average speed was 38.3; and in a 45 M.P.H. Zone the average speed was 42.8. Missouri has posted special speed limits for each main highway curve, and has found that 96% of the motorists make excellent use of the correct speed limits.

165 - REGULATIONS AND LAWS - Parking Meters

"Favorable Ruling on Meters" (Transit Journal News Jan. 15, 1938 p.18)

State Attorney General O.S. Loomis, in a opinion to District Attorney Herbert J. Steffes has ruled that parking meters may be established in Milwaukee where the Common Council has under consideration the proposals of four companies for a trial installation of meters in business districts.

166 - REGULATIONS AND LAWS - Parking

"The New Parking Ban" (Transit Journal News, Jan. 22, 1938 p. 28)

All-night parking will be banned on 50 miles of Washington's streets under a new enforcement move made by District officals with the encouragement and legal support of the United States Circuit Court of Appeals.

167 - SAFETY ACTIVITIES - Radio and Motion Pictures

"Safety Drive in Washington" (Transit Journal News Jan. 22, 1938 p. 26)

Radio stations and motion picture theaters have been enlisted in a new drive for traffic safety in Washington, D.C., initiated by a subcommittee of the House of Representatives. Local radio stations will broadcast the details of every fatal traffic accident and the theaters will run short films at every show to keep the public safety-minded.

168 - SAFETY ACTIVITIES - Educational

"$25,000 Sloan Gift Aids Auto Safety" (New York Times, Jan. 14, 1938 page 23)

Alfred P. Sloan, Chairman of the Board, General Motors Corporation, has contributed $25,000 to promote safe and efficient use of streets and highways:

(1) By encouraging states and cities in the use of scientific methods of traffic control and accident prevention.

(2) By emphasizing the importance of using men trained in traffic engineering and enforcement.

(3) By stimulation of training men in these new and specialized professions.

(4) By recognizing community achievement in safety and efficiency by providing university training for their engineering and police personnel.

The Automotive Safety Foundation announced that it would use the money for additional and personal awards in the National Safety Contest which ended December 31. Forty two states and 1,102 cities were enrolled in this contest. From these states and cities 12 police officers and 8 traffic engineers will be selected for study at Northwestern and Harvard Universities.

169 - STREETS AND HIGHWASY - General

"At the Wheel by Reginald M. Cleveland (New York Times, Jan. 30, 1938 page 6XX)

Roy W. Crum, Director of the Highway Research Board, told the recent convention of American Road Builder's Association that highway deaths would be cut in half by their program. Four lane highways with central parkways, straightening and banking of sharp turns, use of guard rails on curves and bridges, elimination of grade crossings and blind intersections, broad shoulders, skid-proof pavements and illumination are important.

170 - STREETS AND HIGHWAYS - Super Highways

"Holds 60 Mile Speed Ultimate on Highway" by Prof. Julius Kaulfuss, Pennsylvania State College (New York Times, Dec. 26, 1937 p. 19)

"The American automobile driver will never be able to drive faster than sixty miles an hour with safety to himself and others. The projected 'super highways' which would make speeds of 100 M.P.H. common will remain only dreams." Advanced highways for 50 or 60 M.P.H. with safety will provide 2 or 3 lanes in each direction, separated by a medial strip. Exits and entrances will be scientifically planned and controlled, curves will be eased and banked, grades kept a minimum, sight distances over 1,500 feet, obstacles such as poles and trees set back, shoulders and ditches will be wider and illumination will be provided on busy sections.

171 - STREETS AND HIGHWAYS - Super Highways

"Wide System of Toll Highways Urged" (New York Times, Dec. 12, 1937 page 10XX)

The toll road is returning from the romantic past, says Senator Lonergan, who has been conferring with the Bureau of Public Roads. The

latter is supervising collection of data on through traffic. It is concluded that toll supported super-highways will be justified to a limited extent as relief highways where present facilities are saturated, or where greatly increased traffic must be handled. In certain sections there is a demand and need for super-highways, but care must be exercised to avoid building such expensive roads beyond the traffic and tolls required to pay for it.

172 - STREETS AND HIGHWAYS--Tunnels

"Lincoln Tunnel Ready for Cars" by Victor H. Bernstein
(New York Times. Dec. 19, 1937, page XX)

Ten years after completion of the Holland Tunnel, the Lincoln Tunnel joins Weehawken to West 39 St., three miles north of the Holland Tunnel and 7 miles south of the George Washington Bridge. It will link with the island's marginal highway and with the 38 St. cross town tunnel. When completed it will cost 85 millions, compared with Holland's 50 millions and George Washington's 60 millions. Extensive plazas, approaches, and feeder roadways account for the high cost. This tunnel has a safety strip consisting of two rows of metal buttons, and the tunnel is 18 in. wider than the Holland. The Jersey toll plaza has two roadways, each of seven lanes. Six lane Dyer Avenue runs from 34 St. to 42 St. and connects with all but three of the intervening streets.

173 - STREETS AND HIGHWAYS:-Lighting

"Saving Lives with Light" by L. J. Schrenk, Public Lighting Commission, Detroit.

(Transactions of Illuminating Engineering Society, Dec., 1937, P 1054-1070)

Detroit's 140 daytime fatalities in 1931 were reduced to 104 in 1936, but night fatalities increased from 188 to 252. (75% were pedestrians). The ratio of night to day fatalities increased from 1.5/1 to 2.4/1. Investigation showed that certain areas had many night accidents; nine sections producing 100 deaths at night and only 12 by day. Funds were appropriated for the nine areas. The night-day ratio was reduced to 1.4/1 on 31 miles of new lighting, thus saving 28 lives.

Specifications were drawn for a new luminaire having the following features:
(1) Elimination of objectionable glare.
(2) High utilization factor for effective lumen output on street surface.
(3) Distribution of light on the pavement to give an even pavement brightness when viewed from the driver's position.
(4) Building up of the foot candles in the middle of the street to provide adequate direct visibility of objects under heavy traffic conditions when the pavement itself is obscured by the mass of traffic.
(5) Providing sufficient specular on wet pavement.
(6) Making use of all the present equipment where possible, such as poles, cables and regulating equipment.
(7) Greatly increasing the candle power in the horizontal planes proximate the pavement, i.e., providing relatively high illumination on vertical surfaces.

The design included: Clear rippled glass globes (low absorption), mounting height 22 feet (for old poles) over curb, spacing 100 to 150 feet apart on opposite sides of streets 75 to 90 feet wide, aluminum internal reflector providing 400% intensity in a 70% cone, 200% at 10 degrees below horizontal, 50% at 5 degrees below horizontal, no light above horizontal. Tests of luminaires were made with a photronic cell mounted on a five foot arm.

174 - SURVEYS AND STUDIES--General Traffic

"Report of a Highway Traffic Survey in the County of Los Angeles." (Issued Sept. 21, 1937; 62 pages.)

The report is published by the Regional Planning Commission, County of Los Angeles, 205 So. Broadway, Los Angeles, California. Wm. J. Fox, is Chief Engineer of the Commission. The report contains maps and diagrams, showing daily traffic loads in different areas, normal driving time from the civic center, and traffic flow and density diagrams.

175 - SURVEYS AND STUDIES--Speed Studies

"At the Wheel"
(New York Times, Jan. 16, 1938, page 8XX)

Professor J. T. Thompson of John Hopkins described to the Society of Automotive Engineers at Detroit a test by the Bureau of Public Roads and L.C.C. on a 6% grade. Trucks were weighed and tagged, and as these passed observers at 170 foot intervals up the hill, a record of of speeds at various distances was obtained. Twenty percent of the giant trailer trucks averaged only 7 M.P.H. Sixteen per cent of the trucks averaged 12 M.P.H. Less than 1% of the trailer trucks exceeded 21 M.P.H. and less than 1% of all trucks exceeded 30 M.P.H.

176 - SURVEYS AND STUDIES--Speed

"Speed - as a Factor in Motor Vehicle Accidents caused in Connecticut - 1936. Published by Dept. of Motor Vehicles; prepared under the direction of Michael A. Connor, Commissioner, January, 1938 - 13 page pamphlet.

The action of the Connecticut State Traffic Commission in setting the maximum speed limit of 50 M.P.H. during daylight and of 40 M.P.H. during darkness is a practical recognition of the importance of speed in traffic mishaps.

Yet speed per se is seldom the sole cause of traffic accidents. Numerous other factors are always present.

Considerably more than one-half of the cars involved in 1937 traffic accidents in Connecticut were 1936-37 models. Evidently, the potential speed of these cars was cause of accidents.

The percentage of accidents at intersections 23.6% has varied little in ten years. "Road surfaces" are apparently a growing problem in accidents. "Course of the road" does not change much, the ten year average being 13.4%. Weather conditions show a reduction from 4.6% to 1.2% in ten years. Traffic conditions accounted for 30.5% of accidents in 1927, but only 16.7% in 1936. "Cut out and in" dropped from 19.3% in 1931 to 6.3% in 1936.

Speed plays a most important part in all accidents, but it is impossible to set a definite speed for safety on any highway for safe speeds vary with traffic flows.

177 - TRAFFIC ENGINEERING-- General

"Traffic Problems in Metropolitan Areas"
Annual meeting A.S.C.E., New York City, Jan. 20, 1938 by Earl J. Reeder, Chief Traffic Engineer, National Safety Council, Chicago, Ill. (Member I. T. E.)

Mr. Reeder classed traffic problems under six headings:
(1) Helping traffic through danger spots
(2) Protecting the person afoot
(3) Stopping the increase in night accidents
(4) Reducing traffic concentration
(5) Keeping speeds safe for conditions
(6) Providing for loading and parking.

Traffic gets into trouble when the movements are complex and confusing because drivers and pedestrians do not fully understand the situations before them and do not have time to figure out these problems for themselves. The remedy is to simplify these "sore spots."

Good accident records are imperative for determining where these "sore spots" are and deciding upon measures which will solve the problems as they exist. Traffic volumes and speed observations are helpful but, likewise, they do not show where traffic gets into difficulties.

One of the important principles in traffic control is to provide enough restriction or assistance, but no more than is necessary for safe and expeditious movement of traffic, because, after all, human beings do desire to be safe and will act in accordance when they know what to do.

It is anticipated that traffic control systems of the future will be considerably more complicated in design than those of the present but traffic movement will be greatly simplified thereby. An example is the signal installation on Michigan Ave., Chicago. There, the timing is very complicated but every effort has been made to make clear to drivers and pedestrians how they are supposed to use the signals.

Experiences in Detroit, Evanston, and other localities have shown that good lighting does reduce certain kinds of night accidents, particularly those involving pedestrians. Good lighting deals with seeing by reflection of light to reveal surface details and by silhouette from surface brightness of the pavement. In the traffic survey of Honolulu a year ago, the density of the accident spots seemed to bear an inverse relation to the quality of the lighting.

"Every traffic measure that is applied should be preceded by the best analyses that can be made of the important facts about the problem to determine what is the most reasonable measure to be applied, and should be followed by equally thorough analyses of the results to decide whether accidents have been prevented and, if so, what kinds.

"We must provide more off-street parking and loading spaces. I predict that the time will soon come when building restrictions will require all business buildings to have off-street provisions for parking and places within them or on adjacent property for the loading or unloading of merchandise."

178 - SURVEYS AND STUDIES--City of Detroit

"Street Traffic - City of Detroit, 1936-37."
Prepared and published by and under the direction of the Michigan State Highway Department." (313 pages).
In cooperation with the Detroit Police Dept. and the W. P. A.

Space prevents any complete digest of this excellent report. It was found that low traffic volumes moving during early morning hours travel at speeds 50% higher than at other times of the day. The daily economic loss due to congestion on Saturdays was found to average $31,375.74 and for Sundays $23,526.97. The total yearly loss was estimated to be $7,329,122.73. The monetary values used in this were taken from "HIGHWAY ECONOMICS" by Sigvald Johannesson.

Over a 14-hour period from 7 A.M. to 9 P.M. it was observed that the greatest users of parking space-hours were cars left standing for 9 hours. One hundred fifty six such cars used 1,404 space hours, while 1,701 cars parked 20 minutes or less used but 288 space-hours.

On streets where parking was limited to one hour, cars were found standing for 8 hours and 20 minutes. Visits of one hour or less numbered 21,821 utilizing 6,171 space-hours. Visits of more than one hour numbered 6,220 utilizing 18,345 space-hours

In spacings where parking was prohibited, 86.5% of the cars which parked were left for less than one hour. This indicates that people whose business can be transacted in a short time constitute the greatest number of parkers.

(Highway Research Abstracts for Feb. 1938) The walking habits of 3,386 pedestrians were observed at signalized street intersections in downtown Detroit. Of this total, 41 per cent began crossing against the red light, but only 53 per cent of these were successful in doing so, the rest being forced to stand in the middle of the roadway between opposing streams of traffic rather than on the sidewalk. Of the 59 per cent who started across on the green signal, 35 per cent failed to reach the opposit curb before the light changed to red. Many of these persons accomplished the crossing without danger, while in the case of others there was confusion and great danger. Only 38 per cent of the total walkers started and finished the crossing on the green light.

179 - TRANSPORTATION--Street Cars, Buses

Transit Journal - January, 1938.

More than 13,250,000,000 passengers - a number great enough to fill and refill Chicago's huge Municipal Stadium once every hour for fifteen years - were carried by the transit industry in the United States last year. This was a gain of approximately 300,000,000 over the number carried in 1936 and was thelargest for any year since 1931.

Electric surface lines carried approximately 55% of the total while highway transit services - trolley buses and motor buses - carried 26% of the total number of riders. The remainder were carried on rapid transit lines and electrified suburban railroads.

An interesting compilation of the riding habits here and there throughout the world shows generally a greater number of rides per inhabitant per year on the transit facilities in the more congested centers of population. Three cities of over 3,000,000 estimated population served - New York, London, and Chicago, - average 444 rides per inhabitant per year. Four cities with estimated population served between 1,000,000 and 3,000,000 shows an average of 312 rides per inhabitant per year. Cities having a population served of less than 1,000,000 show 256 rides per inhabitant per year. One marked exception to the last average is Edinburgh, Scotland, where the thrifty Scot patronized the mass transit facilities for 445 rides per inhabitant per year.

180 - MISCELLANEOUS--Dictaphones

"Use Dictaphones in Traffic Check" (Post-Gazette,Pittsburgh, Pa.,p.2 January 5, 1938.)

Dictaphones were used in a traffic check for the first time on Jan. 6, when 70 checkers traced the routes taken by automobiles using the Liberty bridge and Bigelow boulevard.

NEWS ABOUT THE TRAFFIC ENGINEERING PROFESSION

EIGHTH ANNUAL PROCEEDINGS

Bill McConochie informs us that the 1937 Annual Proceedings will be off the press within the next week. We are promised an unusual publication this year. The Proceedings will contain 144 pages as against 96 last year.

Plans are now underway to print ten thousand announcements of this Proceedings. These will be distributed nationwide to City Engineers, City Managers, Police Departments, Libraries, Colleges, Highway Officials and many others. This is by far the largest sales promotion plan ever undertaken by the Institute. It is hoped that we can sell the publication to non-members at either $1.00 or $1.25. A great demand is expected for this 144 page publication. Certainly there is no place in the United States that any one could learn so much about traffic engineering at such a reasonable rate.

We urge you to start talking up these Proceedings to your friends. Make a point to obtain at least two or three subscribers. Pass along to Bill McConochie any names of potential buyers.

TRAFFIC ENGINEERING SEMINAR

A three day Traffic Engineering Seminar will be held at the Pennsylvania State College April 27 to 29. The Institue of Traffic Engineers will be the official co-sponsor of the Seminar. The Pennsylvania State College has announced that Burton Marsh will be the Chairman of this Seminar. A number of Institute members will take part. Among the subjects which will be covered are Organization for Traffic Control, Accident Records and Their Use, Traffic Surveys, Parking Studies, Signs, Signals, Signal Systems, Markings, Street and Highway Lighting Enforcement, Roadway and Intersection Designs, Medial Strips and Islands. Those interested in this Seminar should get in touch with Burton Marsh through the offices of the Institute of Local Government, Pennsylvania State College, State College, Pa.

TRAFFIC ENGINEERING NOTE BOOK

The Bureau for Street Traffic Research, Harvard University, has prepared a notebook containing outlines and lectures presented at the first Traffic Engineers Training School, August 16 to 28, 1937. We are informed that this notebook can be obtained at $1.00 per copy postage prepaid. Probably most of the Institute members already have copies of this note book, but if you know of any others that will be interested in this please have them get in touch with Maxwell Halsey, Assistant Director of the Harvard Bureau for Street Traffic Research. It is such publications as this that help put the Traffic Engineering profession on the map.

MICHIGAN HIGHWAY CONFERENCE

The 24th Annual Michigan Highway Conference will be held at the University of Michigan, Ann Arbor, February 15 - 17. This year it should be particularly interesting to all traffic engineers. On the program will be many worthwhile traffic subjects. It is also pleasing to note that many of the speakers for this three day Highway Conference will be Institute members, such as Grant Mickle, Oscar Gunderson, Kirk Reid, Leslie Sorenson, Harry Koch and Arnold Vey. To those not fully acquainted with these annual conferences let us point out that Roger Morrison, Past President of the Institute and Professor of Highway Engineering and Highway Transport at the University of Michigan, has been the main spring behind these conferences for many years.

The 24th Annual Michigan Highway Conference is well worth attending. We hope that many of the Institute members will be present.

GREATER NEW YORK SAFETY CONVENTION

Most of the arrangements have been made for the 9th Greater New York Safety Convention in which the Institute of Traffic Engineers has a very definite part to play this year. As pointed out in last month's issue of "Traffic Engineering" the Institute will have one cooperative session with the Greater New York Safety Council on Tuesday afternoon, April 19. That same evening the Institute will sponsor a large banquet. Hawley Simpson is making arrangements for the banquet and promises many constructive and interesting events.

A number of Institute members will take part in this 9th Greater New York Safety Convention. Among the one hundred and sixty-two Chairmen and Speakers for this large convention will be Dr. McClintock, John Gibala, Harry Harrison, Bob Mitchell, Wm A. Van Duzer and James Hayden. Harold F. Hammond is Chairman of the Program Committee which has developed the Street and Highway Sessions for this convention that is expected to attract seven thousand people.

REX SPEAKS IN DETROIT

Charlie Rex (Member) Special Representative of the General Electric Company, Chicago, gave an address before the Illuminating Engineering Society in Detroit, Tuesday, January 11. The title of his talk was "The New Technique in Street and Highway Lighting". We have been assured by many of those that attended this meeting that Mr. Rex gave one of his usual good talks.

DETROIT TRAFFIC SURVEY

By this time most of the Institute members have probably received a copy of the Detroit Survey. The Institute members have State Highway Commissioner Murray D. Van Wagner and Grant Mickle to thank for making it possible for them to receive a copy of this masterpiece. Don't fail to express your thanks to both of these men. The Survey deserves all the praise you can give it. It is particularly pleasing to note that members of the Institute were largely responsible in directing the Detroit job and preparation of the final report.

NEW COMMITTEES

President Sorenson has just appointed several new committees for 1938. They will be known as the Public Relations Committee and Ways and Means Committee. He also enlarged the Committee on Definition of a Traffic Engineer. The Chairmen of these three committees are Hawley Simpson, Burton Marsh and Arnold Vey respectfully.

It will be the job of the Public Relations Committee to put the Institute on the map and to encourage members to talk up their affiliation with the Institute. It probably will also be the duties of this committee to develop a code of ethics to be followed by the Traffic Engineers.

The Ways and Means Committee has the herculean task of developing a program for the Institute on which we can base requests for financial assistance. This committee also has the job of contacting all possible sources of financial help. We hope the time is not far off when the Institute will have sufficient funds to maintain a full time paid staff. Then and only then will the Institute be able to carry out the type of program which we all know it is capable of maintaining.

The enlarged Committee on Definition of a Traffic Engineer has a most important job confronting it. Because of the growing interest in Traffic Engineering there has been many inquiries from cities and states as to what is a Traffic Engineer and what is Traffic Engineering experience These questions must be satisfactorily answered by the Institute if we hope to have qualified men directing traffic engineering work throughout the country.

SECRETARY VISITS CHICAGO

This month the Secretary, Harold F. Hammond, while filling engagements in Detroit and Cleveland made a special four day stop off in Chicago to discuss Institute affairs with President Sorenson and many members of the Institute. Considerable attention was given to preliminary arrangements for the Midwest Safety Conference and the fall annual meeting of the Institute. Special conferences were held with all Committee Chairmen residing in the Chicago area. A large general conference attended by the Chicago members and Grant Mickle of Ann Arbor and Howard Ilgner of Milwaukee was held on Saturday, January 15. Most of this conference was devoted to discussing Institute policies, member activities and the future of the traffic engineering profession. So much enthusiasm was developed at this meeting we hope that others can be arranged in the near future.

NEW YORK MONTHLY MEETINGS PROVING SUCCESSFUL

The informal dinner meetings of I.T.E. members and friends started last November are proving quite successful. Thirty attended the January meeting. The informal talks and discussions proved very interesting.

Mr. James A. McCarthy, Secretary of the Fifth Avenue Association, talked about traffic on Fifth Avenue, what parades do to Fifth Avenue traffic, how they affect trade, and parking along Fifth Avenue.

Professor Lloyd F. Rader (Member) Brooklyn Polytechnic Institute, talked about the law of the road and regulations regarding right of way at intersections.

John Gibala with the able assistance of Frank Jamin arranged and conducted the program.

The next meeting will be held the evening of February 24 at the New York Advertising Club. Again an interesting program has been assured. A large attendance is expected.

Bob Mitchell, Traffic Engineer for Philadelphia, will tell what is being done in Philadelphia by the Traffic Engineering Department to increase traffic facility and safety.

Nate Cherniack, Port Authority of New York, will present a new sound motion picture entitled "The Conquest of the Hudson" showing problems faced and met in the construction of the new Lincoln Tunnel, from the time ground was broken to the opening of the tunnel.

The February program has been arranged and will be handled by Hawley Simpson and his able co-chairman, K. M. Hoover.

The regular attendance at these monthly meetings now include men from Connecticut, New Jersey, Pennsylvania and New York States. Let's see if we can't even extend the drawing power to even other states. The Secretary will be glad to send any Institute member or friend a copy of the monthly program upon request. Thus far the mailing list has been restricted to those within one hundred miles of New York.

PROGRAM COMMITTEE FOR 1938 ANNUAL MEETINGS

So much interest has been expressed in the program being arranged for the annual meetings in Chicago October 9 to 11, we felt it would be worthwhile to give the names of those members which are helping to make this the biggest and best convention ever held by the I. T. E. Most of the men listed below have already accepted their position on this committee and are actively engaged in laying the ground work for a successful three day program.

General Program Committee
W. R. McConochie, Chairman
D. M. McCracken, Vice Chairman
David Baldwin — Kenneth Mackall
Martin Bruening — Wilbur S. Smith

Program Subcommittee - Annual Banquet
Wm. Brandes, Chairman
Wm. F. Irvin
A. J. Naquin
R. F. Riegelmeier

Program Subcommittee - Headquarters
William DeYoung, Chairman
R. E. Hefron
Wm. F. Milner
E. J. O'Meara
W. F. Rosenwald

Program Subcommittee - Convention Arrangements
George Barton, Co-chairman
Walter Klapproth, Co-chairman

Bill Abbott and Martin Bruening are in charge of the program of the Midwest Safety Conference which will be held in Chicago during May. You will hear more about the activities of this committee in future issues of this publication.